

Safety Notice

Fire in a train
Anderlecht – 19/03/2026

REPORT VERSION TABLE

Version number	Subject of revision	Date
1.0	First version	11/05/2026

Any use of this report with a different aim than of accident prevention - for example in order to attribute liability - individual or collective blame in particular - would be a complete distortion of the aims of this report, the methods used to assemble it, the selection of facts collected, the nature of questions posed and the ideas organising it, to which the notion of liability is unknown. The conclusions which could be deduced from this would therefore be abusive in the literal sense of the term.

In case of contradiction between certain words and terms, it is necessary to refer to the Dutch version.

1. Facts

On Thursday 19 March 2026, at around 4:33 p.m., the E1537 passenger train continued its journey towards Gent after departing from Bruxelles-Midi/Brussel-Zuid. In the second carriage, the battery of an electric monowheel caught fire, causing a significant amount of smoke. The fire alarm and several emergency brakes were triggered. The train came to a standstill at the Petite-Île/Klein-Eiland junction in Anderlecht. Train traffic in the area was suspended to allow passengers to be evacuated from the train, and the fire brigade was called to the scene.

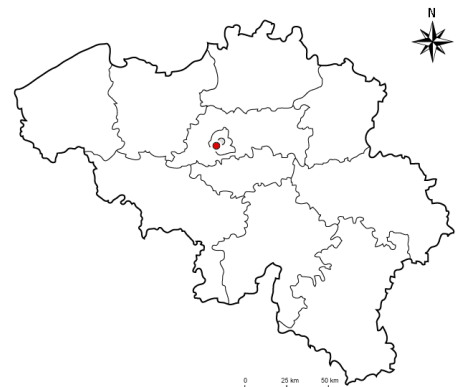


Source: SNCB/NMBS

2. Circumstances of the incident

2.1. Geographical situation

Location: Anderlecht (Brussels-Capital Region)



2.2. Weather conditions

At the time of the incident, the weather was dry and visibility was over 200 metres.

3. Infrastructure involved

Line 50A, track A at kilometre marker 2.200.

4. Train involved

Train E1537, operated by the railway undertaking SNCB/NMBS and consisting of six M7 carriages, was running from Hasselt to Blankenberge.

5. Damage and impact

5.1. Material damage

There is damage to the interior of the second carriage, where the fire started. The railway undertaking had to carry out the following repairs:

- thorough cleaning of the interior following the use of various fire extinguishers;
- replacement of the emergency hammers, fire extinguishers and some seat covers;
- replacement of a window broken by a passenger.



Source: SNCB/NMBS

5.2. Physical injuries

Four passengers sustained minor injuries during the evacuation.

5.3. Impact on train traffic

Traffic on lines 50A, 96A, 96B and 96C was suspended.

Train type	Cancelled	Delayed (minutes)
Passenger trains	9	150 (922)
Freight trains		2 (138)
International trains		23 (118)

6. Conclusion

The presence of electric means of transport on board may pose a fire risk.

The fire in train E1537 started when a passenger's electric monowheel caught fire on board the train. The battery was not charging at that moment.

7. Important points to note

There are currently no European or Belgian regulations in force, which means that each European railway undertaking sets its own conditions for the carriage of electric means of transport.

The railway undertaking SNCB/NMBS has specific conditions for the carriage of electric means of transport such as bicycles, scooters or monowheels:

- The battery must be secured, hermetically sealed and deactivated.
- It is not permitted to charge your battery in the train.

See the SNCB/NMBS website: [Travel by train with your bike: Bike Supplement | SNCB-NMBS](#).

Rail Accident and Incident Investigation Unit

www.raiiu.be

